



Staff Report for Committee of the Whole Meeting

Date of Meeting: May 3, 2023

Report Number: SRCM.23.06

Department: Office of the City Manager

Division: Economic Development and Richmond Hill Centre

Subject: **SRCM.23.06 - Richmond Hill Centre Secondary Plan (Official Plan Amendment 41)**

Purpose:

The purpose of this report is to present the Richmond Hill Centre Secondary Plan to Council for adoption.

Recommendation(s):

- a) That Report SRCM.23.06 be received;
- b) That Official Plan Amendment 41 which constitutes the Richmond Hill Centre Secondary Plan, forming Attachment 6 to this report, be forwarded to Council for adoption;
- c) That following adoption of Official Plan Amendment 41 by City Council, a copy of the amendment be forwarded to York Region for approval.

Contact Person:

Clement Chong, Project Manager, Richmond Hill Centre, extension 2515

Daniel Olding, Senior Manager, Richmond Hill Centre Subway Project, extension 5505

Report Approval:

Submitted by: Anthony Ierullo, Director, Economic Development and Richmond Hill Centre

Approved by: Darlene Joslin, City Manager

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

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Location Map:

Below is a location map of the Richmond Hill Centre Secondary Plan study area. Should you require an alternative format call person listed under the "Contact Person" above.



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Background

Overview of the Richmond Hill Centre

The extension of the Yonge Subway to Richmond Hill Centre has been a top priority for the City of Richmond Hill for decades. Richmond Hill Centre (RHC) has been identified in the City of Richmond Hill Official Plan (RHOP) as the City's primary intensification area and a place that is intended to develop into a compact, transit-supportive mixed-use centre.

RHC is a key component of the City's urban structure, and a prominent regional focal point for planned public rapid transit infrastructure and investment. It is also identified as an Urban Growth Centre (UGC) and Major Transit Station Area (MTSA) in the Provincial Growth Plan for the Greater Golden Horseshoe (2019) and a Regional Centre in both the York Region Official Plan (YROP) and the Richmond Hill Official Plan. Based on this policy context, RHC is expected to accommodate a large portion of Richmond Hill's intensification over time.

In 2019, Richmond Hill Council initiated the Richmond Hill Centre Secondary Plan (RHCSP) to respond to the Provincial commitment to move forward on the Yonge North Subway Extension (YNSE). The City has taken a leadership role in developing a comprehensive Secondary Plan for the area that is based on a collaborative process grounded in extensive public and stakeholder engagement. Through collaboration and partnerships, the City has supported the development of a Secondary Plan that encourages the creation of a complete urban community and leverages announced investments in key transit infrastructure including the YNSE.

Location and Existing Land Use

The draft RHCSP site is approximately 94 ha in size and generally located at the intersection of Highway 7 and the CN Rail line as shown on Attachment 1 to this report. This area is currently home to a mix of low, medium and high density residential uses as well as office and big box commercial uses.

RHCSP Study Process and Public Consultation

The RHCSP is the result of an extensive public and stakeholder engagement and consultation process. This process included three Public Open House meetings, four Special Council (Education) Meetings, a Statutory Council Public Meeting and a Public Information Session as noted below:

- June 19, 2019 Special Council (Education) Meeting #1
- June 26, 2019 Public Open House #1
- September 25, 2019 Special Council (Education) Meeting #2
- November 11, 2019 Public Open House #2

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- May 17, 2021 Special Council (Education) Meeting #3
- May 26, 2021 Public Open House #3
- October 28, 2021 Statutory Council Public Meeting
- January 17, 2023 Special Council (Education) Meeting #4
- February 9, 2023 Public Information Session

The key comment themes arising from Council, stakeholders and the public as part of the RHCSP process include:

- The need to establish a gateway into Richmond Hill Centre
- Protecting adjacent neighbourhoods
- Creating active at-grade uses
- Concerns related to the impacts of heights and density
- Traffic concerns
- The importance of active transportation
- Concerns about adequate provision of community facilities
- Appropriate mix of residential and employment uses

The comments from these sessions have informed the development of the RHCSP. A full list of formal comments and the implications for the RHCSP are summarized in the Response Table for Stakeholder and Public Comments in Attachment 2.

Notification regarding the RHCSP proceeding to the May 3, 2023 Committee of the Whole Meeting was provided through a Courtesy Notice to individuals and stakeholders who had requested notification regarding the Study as a result of the Council Public Meeting on October 28, 2021. Also, links to the staff report and addendums were posted to the Richmond Hill Centre Secondary Plan Project homepage.

RHCSP process enhanced to consider revised policy context

Following the Statutory Council Public Meeting in October 2021 (CPM), it was anticipated that a final version of the Secondary Plan would be brought forward for Council approval in the spring of 2022. However, during this time, a number of key planning policy changes occurred, including the issuance of an Enhanced Ministerial Zoning Order (EMZO) for the High Tech Transit Oriented Community and the approval of Bill 109: More Homes for Everyone Act, Bill 23: More Homes Built Faster Act, the York Region Official Plan (YROP) and Official Plan Amendment 18.3 as part of the City's Official Plan update process.

In addition to the comments received at the CPM, revisions to the RHCSP were required to ensure that there was alignment with these new local, regional and provincial policy frameworks and to ensure that the Secondary Plan does not conflict with the permissions and directions of the High Tech Transit Oriented Community EMZO. This necessitated an update of the technical background studies and the

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RHCSP (part of Attachment 6) to consider this revised policy context as further noted below.

RHCSP responds to evolving inter-jurisdictional policy context

The study area is subject to a variety of Provincial, Regional and municipal policies that were in effect in advance of the CPM in October 2021, including:

- The Parkway Belt West Plan (1978)
- City of Richmond Hill Official Plan (2010)
- Metrolinx Regional Transportation Plan (2018)
- Growth Plan for the Greater Golden Horseshoe (2019)
- Provincial Policy Statement (2020)

These policies are further detailed in the Planning Addendum (Attachment 3) and Report SRCM 21.14 (Attachment 4). Since the CPM, several additional Provincial, Regional and municipal policy updates have come into force that apply to the study area, including:

- Provincial O.Reg. 344/22: Enhanced Ministerial Zoning Order (EMZO) for the High Tech Transit Oriented Community (TOC) (2022)
- Provincial Bill 109: More Homes for Everyone Act (2022)
- Provincial Bill 23: More Homes Built Faster Act (2022)
- York Region Official Plan (2022)
- Richmond Hill Official Plan Update - Official Plan Amendment 18.3 (2022)

These policies and the related implications for the RHCSP are discussed below:

Enhanced Ministerial Zoning Order (EMZO) for the High Tech TOC

The Provincial Transit Oriented Communities (TOC) Program aims to advance sustainable communities within walking distance of transit stations located along the Province's four subway projects, GO Transit, and Light Rail Transit (LRT) projects. Various Provincial agencies (such as Infrastructure Ontario and Metrolinx) collaborate with the private sector to enable the construction of higher density, mixed-use developments integrated with or directly adjacent to transit stations. High Tech Station along the Yonge North Subway Extension was identified as part of the Provincial TOC program, and is located within the RHCSP area.

An EMZO O.Reg. 344/22 was issued on April 14, 2022 and applies to the High Tech Transit Oriented Community (TOC) lands situated south of High Tech Road and Beresford Drive, east of Yonge Street and extends north of Highway 7 and to the west of Red Maple Road as shown on Attachment 3. The TOC lands covered by the EMZO consists of 15 development blocks that allow for up to 31 mixed use towers ranging in height from approximately 40 to 80 storeys, and establishes permitted uses,

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development standards for residential and commercial buildings, restricts inclusionary zoning from being applied to the lands, and requires a modified Site Plan Control process. The EMZO lands are approximately 19 hectares in size and comprised of about a third of the net developable area of the RHCSP.

The EMZO's permitted densities exceed those contemplated in the draft RHCSP, with an increase in residential GFA, a reduction in the non-residential GFA and a different street and block network. However, consistent with the draft RHCSP, the EMZO directs the lowest building heights and densities permitted within the TOC to the development blocks located along Yonge Street and Beresford Drive, with the tallest buildings and highest densities centered around the planned subway station.

It is important to note that an EMZO prevails if there is a conflict between an EMZO and a municipal bylaw. The EMZO consequently prevails over a range of Provincial and municipal policies and regulations. The City's policies for the portion of the RHCSP within the High Tech EMZO lands therefore cannot conflict with the permissions of the EMZO. As a result, the draft RHCSP has been updated to reflect the increased and in-force High Tech EMZO-derived development permissions for this portion of the RHCSP area.

More Homes for Everyone Act (April 2022) – Bill 109

The More Homes for Everyone Act amends five pieces of legislation affecting planning requirements and processes to support Ontario's Housing Supply Action Plan and increase the supply of market housing. The five pieces of legislation are the Planning Act, the City of Toronto Act, the Development Charges Act, the New Home Construction Licensing Act, and the Ontario New Home Warranties Plan Act. Bill 109 modifies the legislated parkland dedication requirements in the RHCSP. The RHCSP must be updated to reflect the parkland obligations outlined in the High Tech TOC.

More Homes Built Faster Act (November 2022) – Bill 23

The More Homes Built Faster Act introduces a range of legislative changes to increase housing supply, including legislation impacting parkland dedication, development charges, site plan processes, and others. The six pieces of legislation are the Planning Act, the City of Toronto Act/Municipal Act, the Conservation Authorities Act, the Development Charges Act, the Ontario Heritage Act, and the Ontario Land Tribunal Act. The changes came into force either on the day the bill received Royal Assent or on January 1, 2023.

Many aspects of the land use planning system in Ontario will change as a result of Bill 23. The most notable changes which impact the update to the RHCSP include:

- Potential shifting of roles for York Region, Conservation Authorities and the City of Richmond Hill in land use planning matters, with the City of Richmond Hill

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obtaining planning functions and approval authorities similar to those of single-tier municipalities;

- Through amendments to the Planning Act, several changes that affect planning and development processes; and,
- Amendments to the Development Charges Act that exempt or reduce Development Charges for certain types of development.

York Region Official Plan 2022

In June 2022, York Region Council adopted the current 2022 York Regional Official Plan (“2022 YROP”) which was subsequently approved by the Ministry of Municipal Affairs and Housing on November 4, 2022. The 2022 YROP conforms with the 2020 Provincial Policy Statement (PPS) and 2019 Growth Plan and represents the latest policy direction on land use matters for the Region.

The 2022 YROP maintains the legacy of the 2010 YROP by “continuing to focus on building an intensified urban system, a dynamic economy, providing integrated and responsive human services and protecting and enhancing York Region’s agricultural and natural systems.” The 2022 YROP has a planning horizon to the year 2051, an intensification target of 50% and an Urban System based on a hierarchy of intensification areas that includes Strategic Growth Areas, Regional Centres, Corridors and Major Transit Station areas.

The RHC lands are identified as a Regional Centre (part of Richmond Hill/Langstaff Gateway Centre) and are located on two Protected Major Transit Station Areas (Richmond Hill Centre Subway Station and Bantry-Scott BRT Station). The Regional Centres have been targeted for the greatest mix of development in the Region and highest densities. Similarly, the most intensive uses and widest range of uses within the Regional Corridors should be directed to Major Transit Station Areas. In cases where Major Transit Station Areas and a designated Urban Growth Centre overlap, the higher density applies.

In the case of the RHC lands, the minimum density for the Richmond Hill Centre Subway Station (PMTSA 49) is 1,400 people and jobs per hectare within the TOC lands, and 400 people and jobs per hectare for the balance of the MTSA. The minimum density for the Bantry-Scott BRT Station (PMTSA 41) is 200 people and jobs per hectare. Furthermore, local municipalities are required to establish policies in their Official Plans, and other implementation documents, including appropriate zoning for Major Transit Station Areas and a requirement that 35% of new housing units be affordable.

Richmond Hill Official Plan Update - Official Plan Amendment 18.3

Official Plan Amendment 18.3 (OPA 18.3) came into full force and effect on September 9, 2022 as part of the City’s requirement to undertake a mandatory Official Plan review in accordance with the Planning Act. The Richmond Hill Official Plan update process

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must conform with the recently approved YROP 2022 and is anticipated to conclude in the next several years.

OPA 18.3 updated the Vision of the Plan, the City structure, clarified elements of the City's intensification hierarchy and added a new mobility hierarchy. New targets related to greenhouse gas emission reduction targets, tree canopy and woodland cover were also included. Elements related to affordable housing, climate change, sustainable development, infrastructure alignment, parks hierarchy and urban design were also added.

Richmond Hill's intensification hierarchy complements the City's urban structure and clarifies the City's priorities for where new growth will occur. It supports the City's residential intensification target and directs the highest priority for growth to the RHC. Section 3.1.3 of the Plan states that most development within the City will occur through intensification given that the Settlement Area is nearly built out. The majority of intensification will occur in the City's centres and corridors with the RHC given the highest priority. RHC will be the primary intensification area of the City and will provide the greatest range of uses in a mixed use format and accommodate the highest level of intensification in the City, being height and density.

The RHCSP will be incorporated into Part 2 of the Richmond Hill Official Plan through an Official Plan Amendment. It relies on the underlying policies of Part 1 and must be read in conjunction with it. Where the policies of Part 1 conflict with the policies of Part 2, the Part 2 policies shall prevail. Draft Official Plan Amendment 41 associated with the approval of the RHCSP can be found in Attachment 6.

Further detail on the implications of the updated policy context within context of the RHCSP can be found in the Planning Addendum (Attachment 3).

Analysis and Options

A number of modifications to the draft RHCSP are proposed to respond to recent policy updates and Council, stakeholder and public comments. The most significant modifications are required to support required conformity with the High Tech TOC EMZO, which supports an increase in density, a significant increase in population, a significant decrease in employment, and the elimination of affordable housing requirements when compared to the 2021 draft RHCSP. The proposed modifications to RHCSP policies are outlined in Attachment 7 and summarized below:

Vision and Principles

An overall vision and six key principles for RHC were created with input from the public and informed the development framework for the Secondary Plan.

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RHCSP Vision

The Vision for the RHCSP is unchanged from that presented at the October 28, 2021 Council Public Meeting and is outlined below:

Located at the geographic centre of the Greater Golden Horseshoe and connected by a radiating network of transit service including the Yonge North Subway Extension, GO Transit, VIVA Bus Rapid Transit, York Region Transit and the future 407 Transitway, Richmond Hill Centre will be a magnet for business, arts and culture, a leader in innovation and a key regional destination. RHC will be a transit-oriented urban community defined by its diversity of architecture and building types, its vibrant urban spaces and fine-grained walkable neighbourhoods.

RHCSP Principles

Six Principles were presented at the October 28, 2021 Council Public Meeting to support the proposed Vision. These Principles reflect the specific values and aspirations for the RHC and play a fundamental role in guiding the process, informing the emerging land uses and design of the plan and in establishing the long-term vision for the Richmond Hill Centre Secondary Plan. As a result of Provincial, Regional and local policy changes and input at the Council Public Meeting, an updated set of Principles have been prepared. The revised Principles further emphasize:

- the need for RHC to be designed for people of all abilities;
- the importance of the public realm;
- the need to prioritize transit and active transportation over vehicular movements; and,
- the importance of sustainability.

1. A new downtown for Richmond Hill

Richmond Hill Centre will be more than a high-density residential neighbourhood; it will be a new downtown for Richmond Hill. The Centre will be a high-density, dynamic and vibrant destination featuring a wide mix of employment, housing, retail, community, and cultural uses that attract people and jobs from across the Region.

2. A place defined by its high-quality design and public realm

Richmond Hill Centre will be a distinctive and beautiful place characterized by its inviting public realm and high-quality design.

New buildings will contribute to establishing an urban character defined by a mix of building types and a fine grain of development and pedestrian-scaled spaces. Great streets, intimate pedestrian spaces and compelling open spaces will define the user

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experience and support enjoyment of the place for all people whether they work here, live here, or are visiting.

3. A place for all people

Richmond Hill Centre will be a desirable and inclusive place for people of all ages and abilities, providing housing options that meet the needs of a wide range of households.

Community services and amenities will support people at all stages of life and help to strengthen their ties to the community.

A safe, accessible public realm, including streets, parks, and pedestrian and cyclist connections, will make it easy for people to get around at all times, provide opportunities for recreation and physical activity, and improve overall community health and wellbeing.

4. A place for people to walk, bike and take transit

Richmond Hill Centre will be a pedestrian-oriented urban centre with the most fine-grained and connected network of streets and pedestrian and cycling routes in the city. This network will allow easy pedestrian and cyclist access to transit facilities, destinations and amenities in the area as well as the surrounding established residential neighbourhoods.

High-quality transit will be seamlessly integrated with development to maximize transit access and elevate the user experience.

Active transportation and transit use will be prioritized in RHC, and vehicular movement will be accommodated in a way that will not detract from these modes and the overall quality of place.

5. A sustainable, healthy, and resilient place

The development of Richmond Hill Centre will take a comprehensive approach that integrates sustainable practices at all stages of development, including infrastructure planning, urban design, architecture and open space design.

Sustainability will be supported through the realization of a mixed-use, transit-supportive environment and a complete communities approach, which will help to create a more resilient and inclusive place that mitigates and adapts to the impacts of climate change and minimizes environmental impacts.

6. A place that supports new technology and innovation

Planning and development of Richmond Hill Centre will be future-focused and embrace new technology, leveraging it to create a more functional and sustainable place with improved mobility.

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Innovation and creativity will be reflected in collaborative methods of delivering development, community facilities, services and infrastructure to facilitate urban evolution over time. Innovative forms of city building and design flexibility will make this part of the city an international showpiece for transit-integrated development and an attractive location for new investment.

The Development Framework – Land Use

Richmond Hill Centre is proposed as a mixed-use, transit-oriented development. The permitted uses within the Richmond Hill Centre designation includes a broad mix of residential, employment and institutional uses in a well-integrated, compact urban form.

General land uses permitted in RHC include:

- Medium & high density residential;
- Office;
- Commercial, including retail;
- Institutional;
- Community uses; and,
- Parks & urban open spaces.

The RHCSP lands are organized into eight character areas as shown on Schedule 1 to the RHCSP within Attachment 6. The eight areas are described briefly below with further policies applicable to each area found within the RHCSP in Attachment 6.

I. Inner Transit Core

Located in the heart of Richmond Hill Centre immediately adjacent to High Tech Station, the Inner Transit Core Character Area will be a high density, high-rise and transit-integrated environment characterized by a complex layering of development, transit and civic open spaces that are activated throughout the day and evening by a diverse vertical and horizontal mix of uses. The Inner Transit Core will contain the tallest buildings in RHC, which will form the height peak of RHC. The Inner Transit Core is planned to accommodate the greatest proportion of employment with supporting residential uses.

This Character Area recognizes that access and close proximity to higher order transit play an important role to attract office uses and, ultimately, developing a critical mass of employment.

In conjunction with the Outer Transit Core, the Inner Transit Core is envisioned as a centre for arts and culture, civic facilities, entertainment uses, major office and open spaces that attract people from the city and region at large. The result will be a dynamic working, living and entertainment node centred around higher-order transit, serving as the most dynamic destination within the city.

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The Inner Transit Core will require ongoing coordination with transit authorities and the High Tech TOC to ensure that transit connectivity and movement in the RHC is optimized.

The Character Area boundaries for Inner Transit Core were expanded to consider the EMZO development permissions and the associated modifications to Schedules 1 - 3 to the RHCSP within Attachment 6 to reflect these revised boundaries. Policies for the provision of at-grade non-residential uses were revised for consistency with EMZO, to reflect minimum 60% active frontages within TOC lands instead of ground floor GFA.

II. Outer Transit Core

The Outer Transit Core Character Area will become part of the heart of the new downtown, characterized by high density and high-rise built form with a diverse mix of uses. Significant residential, retail, commercial, office, entertainment and cultural uses are envisioned for this Character Area to support activity throughout the day and evening. The Outer Transit Core includes lands that front onto Yonge Street, an important regional spine with a distinct identity and role in Richmond Hill. Development fronting onto Yonge Street within the Outer Transit Core will reinforce Yonge Street as a Regional Corridor and main street, and support its transformation into a walkable, pedestrian-oriented area activated by retail at grade and within buildings. This area also includes the existing woodlot located at the southeast corner of Yonge Street and High Tech Road.

Policies for the provision of at-grade non-residential uses in the character area were revised for consistency with EMZO, to reflect minimum 60% active frontages within TOC lands instead of ground floor GFA.

III. Bantry

The Bantry Character Area is bounded by Yonge Street to the west and the CN rail corridor to the east. The north part of the area above Beresford Drive consists of stable residential uses where significant change and intensification are not anticipated.

The Bantry Character Area south of Beresford Drive is envisioned as a high-rise and high-density community containing a high proportion of residential uses for people wanting an urban lifestyle, next to the heart of the downtown. The Bantry Character Area north of Beresford Drive is envisioned as a low/mid-rise and medium density community. The Character Area as a whole will benefit from its walkability to transit and a mix of neighbourhood-serving retail, services, and amenities.

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Future development in the Bantry Character Area south of Beresford Drive is encouraged to transition appropriately to the Yonge Street corridor and to the existing residential neighbourhood around Baffin Court north of Beresford Drive. Development fronting onto Yonge Street within Bantry south of Beresford Drive will reinforce Yonge Street as a Regional Corridor and main street, and support its transformation into a walkable, pedestrian-oriented area activated by retail at grade.

Policies for the provision of at-grade non-residential uses were revised for consistency with EMZO, to reflect minimum 60% active frontages within TOC lands instead of ground floor GFA.

IV. Red Maple

The Red Maple Character Area is located between the Red Maple Public School / St. John Paul II Catholic Elementary School site and the CN rail corridor, north of High Tech Road. Red Maple will continue to evolve into a predominantly high-density high-rise residential neighbourhood. The policy regarding active at-grade frontages has been revised to encourage these type of uses, while also recognizing the existing conditions in the Character area.

V. South of High Tech

The South of High Tech Character Area is bound by an extension of Red Cedar Avenue at the east, Langstaff Park and High Tech Road to the north, and Red Maple Road to the west. Interfacing with the eastern edge of the Outer Transit Core, South of High Tech is envisioned as a high-density living and working environment characterized by a mix of urban mid- and high-rise development that generally decreases in height with increasing distance from High Tech Station. The urban form and development pattern established in this Character Area can be used as the basis for future extension of the urban fabric east beyond the RHC boundary toward Bayview Avenue.

VI. West of Yonge

The West of Yonge Character Area represents an important transitional zone between the highest and densest development expected in the interior of RHC east of Yonge Street and the established residential community to the west.

The West of Yonge Character Area will be characterized by a mix of urban mid- and high-rise development that creates appropriate transitions to the surrounding existing residential neighbourhoods. This Character Area will reinforce Yonge Street as a Regional Corridor and main street, supporting its transformation into a walkable, pedestrian-oriented area activated by retail at grade and within buildings.

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The boundaries of the West of Yonge Character Area have been defined to generally include properties west of Yonge Street that have frontage on Yonge Street but has been updated to include the entirety of Sunnywood Park, including the new planned linear park between Sunnywood Crescent and Yonge Street, the park entrance off Roosevelt Drive, and the three remaining properties on Roosevelt Drive between the park entrance and Yonge Street.

As a result of the removal of undevelopable lands from the density calculations, the upper limit of the density range in West of Yonge Character Area has been recalculated from 2.5 FSI to 3.0 FSI. This is not anticipated to impact the maximum density on the developable portion of the character area when compared to the densities proposed in October 2021.

VII. Utility Corridor Area

The Utility Corridor Area lands are located immediately north of the Highway 7 corridor. This area contains a Hydro One transmission corridor that is of regional importance for the delivery of electricity, as well as the existing Langstaff GO station, Richmond Hill Centre transit terminal and a stormwater management pond. While the Utility Corridor is expected to retain much of its current use and function over the horizon of this plan, there is an opportunity to encourage compatible secondary uses that will benefit the environment and the public by revitalizing the corridor land for public use while maintaining its primary function. The Utility Corridor Area is not currently planned for population or employment uses, therefore no development density is attributed.

VIII. Bridge Station Area

Bridge Station will be an important intermodal transit hub located on lands within Richmond Hill between Highway 7 and Highway 407. Acting as a couplet to the High Tech Station, Bridge Station will act as an intermodal hub providing easy access to subway, inter regional bus service, GO rail and the 407 Transitway. The station will also function as a critical link between the Richmond Hill Centre and Langstaff Gateway communities. The location and visibility of the Bridge Station area presents a unique opportunity to develop a strong sense of identity and arrival in RHC through high-quality built form and urban design. Bridge Station Area is currently planned for solely transportation related functions, therefore no development density is envisioned.

Population and Employment

The residential and non-residential floor space prescribed in the High Tech TOC EMZO has been reflected in the long-term population and employment yields for Richmond Hill Centre. As such, the forecasted buildout population and employment has been updated

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from approximately 33,800 people and 16,500 jobs to up to 51,000 people and at least 10,000 jobs. A summary of the changes related to the projected population and job growth in the RHCSP as a result of the High Tech EMZO is shown below in Table 1:

Table 1: Summary of Changes to Population and Job Growth in the RHCSP as Result of the High Tech TOC EMZO

	High Tech EMZO Lands ONLY	TOTAL RHCSP: October 2021	TOTAL RHCSP: April 2023 (incl. High Tech EMZO)	Difference in TOTAL RHCSP Yields Resulting from EMZO
Estimated Population*	Up to 34,900	33,800	Up to 51,000	+ 17,200
Estimated Jobs*	At least 7,900	16,500	At least 10,000	- 5,500
Total Estimated People + Jobs*	42,800	50,300	61,000	+ 10,700
Estimated People + Jobs / Hectare	2,652	838	1,017	+ 179

* Rounded to nearest 100

The updated approved YROP minimum density targets for MTSA # 49 RHC Subway Station (1,400 people and jobs per hectare within the TOC lands, and 400 people and jobs per hectare in the balance of the PMTSA) and MTSA # 41 Bantry-Scott (200 people and jobs per hectare) have been included in the RHCSP.

Key Development Policies

Character Areas and Land Use

The RHCSP directs major office uses to the areas around High Tech Station, which includes the Inner and Outer Transit Core Character Areas, to maximize the transit investment planned for RHC. Outside of the Inner and Outer Transit Cores, the balance of the Character Areas will play a complementary role in accommodating a range of employment-generating uses including office, retail, commercial and institutional uses despite their primarily residential in character. Yonge Street frontage will have specific requirements for active uses at grade in the Outer Transit Core, West of Yonge and Bantry Character Areas that will reflect the landmark regional road, the historic spine of development throughout the city and an important mixed-use corridor.

Development is required to support the growth of Richmond Hill Centre through the provision of parks and open spaces to enhance the public realm; the need to provide

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community services and facilities to support the growing population that will live in the RHC; and to create a destination for arts and culture through investments in community facilities.

Built Form, Height and Density

To maximize the public benefit of the existing and planned transit services, the RHCSPP proposes to concentrate people, jobs, services and entertainment where they can be most easily accessed by transit. This strategy focuses the greatest heights and densities in the Inner Transit Core to peak around High Tech Station. As development moves away from High Tech Station, heights are generally expected to step down and gradually integrate with existing stable communities adjacent to the RHCSPP.

The prescribed development densities and transition areas within Character Areas in the EMZO area were revised to reflect and avoid conflict with the High Tech TOC EMZO permissions. Modifications were made to Schedule 2 to the RHCSPP within Attachment 6 to consider revisions to the expression of density and to modify permitted densities to align with the EMZO's permitted densities. The permitted density ranges across each Character Area were also revised to indicate maximum densities for development blocks for greater clarity.

Policies for Gateway sites were introduced along Yonge Street at Garden Avenue and Connector Road to create a sense of entrance and arrival to the City in response to Council.

To enable greater flexibility in development outside of the High Tech TOC EMZO lands, a key policy focus is to exclude height maximums from policy for the RHC and focus on the combination of Floor Space Index (FSI) maximums, performance standards and qualitative Character Area characteristics to inform height to create more dynamic and creative built forms.

Transition Areas and Performance Standards

The sensitive interface between new buildings adjacent to existing low-rise neighbourhoods is a key objective within RHC. Schedule 6 to the RHCSPP within Attachment 6 identifies the lands within the Transition Area. These areas are adjacent to low-rise neighbourhoods that will need to demonstrate a transition in height, built form and massing to minimize development impacts, such as shadowing and overlook. Transition will be provided through stepped building heights, use of setbacks or step-backs and separation distances.

The modified RHCSPP policy includes revised angular plane policies for lots adjacent to existing neighbourhoods, allowing contextual built form to be realized and to eliminate gaps in the streetwall.

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The RHCSPP also proposes modified angular plane policies using a performance-based approach that focuses on appropriately mitigating new development impacts within the RHC and neighbouring properties, while enabling more design variation and creativity, such as allowing for minor projections into the angular plane.

Eleanor Circle

The lands on Eleanor Circle as identified in Schedule 6 to the RHCSPP within Attachment 6 are subject to land assembly criteria to ensure the eventual redevelopment of the area will be done in a coordinated manner. The lands will remain single detached dwellings until such time all the properties as shown on Schedule 6A to the RHCSPP within Attachment 6 are assembled to create a single development block. If the conditions in the Secondary plan are met, the lands can be redeveloped in accordance to the prescribed policies while taking into consideration the adjacent stable residential community.

Existing Eleanor Circle transition policies that require the assembly of all single detached lots into a single development block as a pre-condition for higher-density redevelopment have been further clarified on Schedule 6A to the RHCSPP within Attachment 6 by specifically identifying the 18 subject properties by municipal address.

Mobility and Transportation

Richmond Hill Centre seeks to establish and reinforce a transit-supportive environment that prioritizes access by walking, cycling, micromobility, and transit while accommodating the needs of automobile users. A connected network of streets will play a functional role in moving people and be a defining element of the RHC, shaping development and contributing to the public realm's character and connectedness. The scale of streets and blocks in the RHC support development flexibility while seeking to maximize walkability and route choice for all modes.

The proposed street network in Richmond Hill Centre will evolve over time and transform existing large blocks into smaller, well-connected blocks that contribute to a more walkable development pattern and support modal split targets. This will be supported by a fine-grained street network that will provide the connections for people, bikes, cars and other vehicles to get around. The network of streets will function along with planned parks and open spaces to establish a linked open space network that is easily accessible by pedestrians and cyclists. The proposed street network is comprised of Local, Collector, and Arterial Streets.

A key component to the plan is the pedestrian and cycling spines. Three pedestrian spines will serve the Centre, two east-west to bridge the rail corridor and one north-south connecting the RHC south to Bridge Station and Langstaff Gateway and north to High Tech Station and 16th Avenue. The spines could take various forms but are envisioned as dedicated pedestrian and cycling routes supporting safe and efficient travel across the Centre, providing space for recreation and enjoyment and supporting

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connections to important destinations, parks, transit and open spaces throughout the Centre.

Transportation policies were updated to reflect the 2023 transportation analysis findings and recommendations, including the importance of multi-modal connections over the rail corridor, such as a multi-modal connector east of Garden Avenue and over the rail corridor and implementing transit priority measures on the Yonge Street/Highway 7 connector to ensure this critical connection is sufficiently able to serve buses accessing the Bridge Station bus terminal.

Transportation policies were revised to eliminate conflicts with High Tech TOC EMZO directions as related to transportation-related facilities, movement, and streets. Schedules 4 and 5 to the RHCSP within Attachment 6 were modified to reflect the EMZO street network and multi-modal/active transportation connections and extensions (for the TOC lands). Schedules 4 and 5 to the RHCSP in Attachment 6 were also modified to align the proposed north-south local street in the West of Yonge Character Area between Rosewater Street and Roosevelt Drive, and eliminate the extension of Sunnywood Crescent to Yonge Street.

Part of a comprehensive approach to transportation and movement in the RHC will be the implementation of TDM measures that reduce the demand for car travel while encouraging the use of public transit, cycling, walking and other non-auto modes of travel. One of the key strategies of the plan is to provide flexibility on the delivery of parking through either appropriate design, phasing, or alternative facilities and services, like shared parking or strata.

Parks and Open Space

Richmond Hill Centre's planned network of parks and urban open spaces will play a critical role in ensuring the development of a healthy, inclusive and attractive place to live, work and visit. The focus for new parks and urban open spaces in Richmond Hill Centre will be to develop urban-scaled spaces capable of supporting a broad mix of users, facilities and uses.

The Parks and Urban Open Space Network includes public parks envisioned to be complemented by Urban Plazas, which are privately owned, publicly accessible open spaces. Urban Plazas should be strategically located and designed for a wide range of potential uses and amenity for the enjoyment of both the residential and employment population, complement larger public parks, and contribute to a rich public realm experience. Urban Plazas might include courtyards, mews, and other small-scale urban public spaces, depending on the needs and opportunities on a site.

The varied ownership, location and size of the urban open space network will create an amenity-rich system that is key to attracting and retaining new people and investment in RHC.

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In Schedule 3 and Schedule 4 to the RHCSP within Attachment 6, the proposed open space network within the Secondary Plan is shown along with the active transportation network that connects the local and surrounding communities to these areas. A key goal is to ensure that new open spaces within the Secondary Plan will be provided in each Character Area to ensure these communities have access to parks and open space areas.

The importance of parks/open spaces has been emphasized given increased permitted densities. More detailed direction has been provided on the desired characteristics of various types of open spaces, including linear parks and mid-block connections. Policies have been updated to enable the parkland obligations outlined in the EMZO and their implementing agreements.

Schedule 3 to the RHCSP within Attachment 6 was modified to identify the multi-use trail and connection to linear park currently under construction between Sunnywood Crescent and Yonge Street and to ensure proposed park locations align with the High Tech TOC EMZO-established park zones. For further clarity, a new category of parks were introduced, Undeveloped Parks, which reflects parkland that has already been secured but not yet developed.

Community Services and Facilities

Community infrastructure such as schools, libraries, daycare, and recreation facilities are essential to create a healthy and complete urban community. In Richmond Hill Centre, flexible and creative approaches to the location and design of such facilities will be needed to ensure that this infrastructure fits within the dense urban context of the downtown.

The Plan encourages the location of a multi-service community hub within RHC which provides access to a range of community services and facilities, such as health care and social services, resident and group meeting spaces, youth programs and language and settlement services for residents within RHC and from across the City and Region.

The timing of the provision of community services in this Plan will depend on the pace and scale of development. The City will continue to monitor population growth with relevant agencies and the available capacity of existing community services and facilities. The Plan requires that the City ensure that new community services and facilities be secured as part of the development approvals process and are appropriately phased.

The plan also identifies two priority areas for future school sites, the location and size of which will be refined in consultation with the York Region District School Board and York Catholic District School Board as development comes forward. These sites are identified as School Areas in Schedule 3 to the RHCSP within Attachment 6. The policy has been modified such that additional school areas beyond those identified in

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Schedule 3 to the RHCSP within Attachment 6 may be identified as RHCSP is implemented.

Housing

Richmond Hill Centre is envisioned as a desirable and inclusive place with housing options that meet the needs of a full range of households and income levels. As a dense urban centre, the predominant housing typology throughout most of RHC will be in high- and mid-rise apartment form, with some lower scaled buildings.

Housing variety in RHC will be encouraged through the development of both owned housing and purpose-built rental housing, a variety of unit sizes that respond to the needs of a range of household types and life stages, and a range of levels of affordability. To accommodate an array of family sizes and incomes within RHC, the Secondary Plan includes policies directing a range of unit sizes within the centre to increase the stock of larger family sized units within apartment buildings, including rental apartment buildings.

The Secondary Plan is aligned with, and expands upon Regional and current Richmond Hill Official Plan requirements for affordable housing. Following Regional policy direction, within RHC outside of the EMZO, a minimum 35% of new housing units shall be affordable, offering a range of affordability for low and moderate income households.

The RHCSP has been modified to clarify that affordable housing requirements do not apply to the High Tech TOC lands in accordance with the EMZO.

Servicing, Stormwater and District Energy

Richmond Hill Centre will be planned as a resilient complete community that reduces environmental impacts by combining sustainable planning, servicing, building, design, and low impact development (LID) practices with a commitment to a more mixed-use, transit-supportive environment and by implementing the goals and actions of the City of Richmond Hill's Environmental Strategy and Community and Energy Emissions Plan.

Development in RHC will be expected to integrate sustainable practices with a comprehensive approach at all stages of development, including infrastructure planning, urban design, and open space design. Servicing and energy use and distribution in Richmond Hill Centre presents an excellent opportunity to advance resiliency and environmental sustainability objectives to reduce the impact of the significant growth planned for the RHC.

The redevelopment of the RHC presents an opportunity to reduce the stormwater runoff to existing City sewers, as the overall imperviousness of the RHC lands is anticipated to decrease through the inclusion of new parks and open spaces. The planned land use concept for the RHC provides an opportunity for a successful District Energy System.

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Development applications in RHC will be encouraged to demonstrate how a building is or can be made “District Energy Ready”.

Implementation

The RHCSP recognizes the need for ongoing coordination between stakeholders to successfully implement the Plan. An important aspect of implementation will be the requirement of a concept plan, which provides a detailed description of the proposed development and the manner that it addresses policies in the Secondary Plan. For areas that require phasing, the development in RHC must demonstrate, to the City’s satisfaction, that a proposed development can be accommodated by the City’s infrastructure, including transit infrastructure, community services and facilities, parks and open space, streets, and physical infrastructure to support the density and scale of a proposed development.

Summary

The Richmond Hill Centre Secondary Plan presents a vision, principles and development framework for an exciting new transit oriented urban community and regional destination with a mix of land uses that is focused around two subway stations and an integrated transit hub.

SRCM.23.06 contains a final version of the Richmond Hill Centre Secondary Plan which includes modifications arising from:

- Provincial, Regional and municipal policy updates
- Stakeholder and Public comments
- Council direction
- Minor changes required to improve clarity and the readability of the policies and mapping of the Plan, and ensure correct references to such matters as policy documents, agencies and dates.

Significant changes to each section of the Secondary Plan are outlined in this report. It is recommended that Official Plan Amendment 41 which constitutes the Richmond Hill Centre Secondary Plan, forming Attachment 6 to this report, be adopted.

Financial/Staffing/Other Implications:

The Statutory requirements for notification under Section 17 and Section 21 of the Planning Act have been satisfied. The recommendations of this report do not have any financial, staffing or other implications.

Relationship to Council’s Strategic Priorities 2020-2022:

The Richmond Hill Centre Secondary Plan and the Yonge North Subway Extension are both major projects identified under “Getting Around the City” that prioritizes the ease of movement around the City by promoting Richmond Hill’s multiple transportation

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interconnections, being well-positioned for the Yonge subway extension and improving active transportation networks for cyclists and pedestrians. The Secondary Plan will provide land use, transportation and design policies that encourage mixed-use, cycling and pedestrian-friendly, transit supportive development to create a Centre where people of all ages can live work and play.

Climate Change Considerations:

The Richmond Hill Centre Secondary Plan considers climate change mitigation and adaption as future development of the RHC will be pedestrian- and bicycle-friendly, a compact, mixed-use community oriented around a world-class subway station which will substantially reduce the need for private automobiles (emissions from which are a contributor to climate change).

Conclusion:

The City has taken a leadership role in developing a comprehensive Secondary Plan for Richmond Hill Centre that responds to the Provincial commitment to move forward on the Yonge North Subway Extension.

The Richmond Hill Centre Secondary Plan presents a vision, principles and development framework for an exciting new transit-oriented urban community and regional destination with a mix of land uses focused around two subway stations and an integrated transit hub. The Secondary Plan envisions Richmond Hill Centre as a magnet for business, arts and culture, a leader in innovation and a key regional destination. It is also envisioned to be a transit-oriented urban community defined by its diversity of architecture and building types, its vibrant urban spaces and fine-grained walkable neighbourhoods.

The Richmond Hill Centre Secondary Plan was developed through a collaborative process grounded in extensive public and stakeholder engagement that included three Public Open House meetings, four Special Council (Education) Meetings, a Statutory Council Public Meeting and a Public Information Session. The comments from these sessions have informed the development of the Secondary Plan. The Richmond Hill Centre Secondary Plan has also been revised to ensure conformity with in force local, regional and provincial policy frameworks as noted in this report including the High Tech TOC EMZO.

It is recommended that Council adopt Official Plan Amendment 41 which constitutes the Richmond Hill Centre Secondary Plan, and that the adopted Official Plan Amendment 41 be forwarded to York Region for approval.

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Attachments:

The following attached documents may include scanned images of appendixes, maps and photographs. All attachments have been reviewed and made accessible. If you require an alternative format please call the contact person listed in this document.

- Attachment 1 - Secondary Plan Boundary and Context Map
- Attachment 2 - Response Table for Stakeholder and Public Comments
- Attachment 3 - Planning Addendum (March 2023)
- Attachment 4 - Council Public Meeting Report (SRCM 21.14) October 28, 2021
- Attachment 5 - Council Public Meeting Minutes (C#43-21) October 28, 2021
- Attachment 6 - Draft Official Plan Amendment 41 (Richmond Hill Centre Secondary Plan)
- Attachment 7 – Richmond Hill Centre Secondary Plan (Tracked Changes Version) April 2023

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Report Approval Details

Document Title:	SRCM.23.06 - Richmond Hill Centre Secondary Plan (Official Plan Amendment 41).docx
Attachments:	<ul style="list-style-type: none">- Attachment 1 to SRCM.23.06 - Secondary Plan Boundary and Context Map.pdf- Attachment 2 to SRCM.23.06 - Response Table for Stakeholder and Public Comments.docx- Attachment 3 to SRCM.23.06 - Planning Addendum (March 2023).pdf- Attachment 4 to SRCM.23.06 - Council Public Meeting Report (SRCM.21.14) October 28, 2021.pdf- Attachment 5 to SRCM.23.06 - Council Public Meeting Minutes (C43-21) October 28, 2021.pdf- Attachment 6 to SRCM.23.06 - Draft Official Plan Amendment 41 (Richmond Hill Centre Secondary Plan).pdf- Attachment 7 to SRCM.23.06 - Richmond Hill Centre Secondary Plan (Tracked Changes Version) April 2023.pdf
Final Approval Date:	Apr 25, 2023

This report and all of its attachments were approved and signed as outlined below:

Anthony Ierullo - Apr 25, 2023 - 12:04 PM

Darlene Joslin - Apr 25, 2023 - 4:50 PM